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# WILSON'S 8-HOUR ULTIMATUM PUTS STRIKE UP TO RAILROADS

## GAINS ON SIX-MILE FRONT CLAIMED BY THE BRITISH; REPULSED, BERLIN REPORTS

**Haig Says His Troops Have Captured Western Outskirts of Guillemont, and Germans Admit Shortening of Line in That Sector.**

LONDON, Aug. 19.—British troops hurled back the German line north of the Somme last night in one of the greatest gains made by the allies since the opening smash of the great offensive.

The Germans were thrown back on practically every sector of a six mile front, extending from a point south of Thiepval to the point where the British lines link up with the French near Guillemont. The greatest British gain was scored from the Foreaux wood (called High wood by the British) eastward to the junction point with the French.

Following is the text of to-day's British War Office report:

"Our success reported last night has been maintained and extended. During the night the enemy delivered several very determined counter-attacks against the positions we had captured. Except on our extreme right, where the enemy retained a little ground, these counter-attacks everywhere were repulsed.

"From High wood to the point where we join up with the French we advanced our line over a frontage of more than two miles for a distance varying between 200 and 900 yards. We now hold the western outskirts of Guillemont and a line thence northward to midway between Delville wood and Ginchy, and also the orchards north of Longueval.

"Between High Wood and the Albert-Bapaume Road we captured some hundreds of yards of an enemy trench. East and south-east of Mouquet farm we advanced our line by some 300 yards. Between Ovillers and Thiepval we pushed forward on a front of over half a mile. As a result of these operations several hundred prisoners have been taken by us."

Giant sixteen-inch guns, outranging the German 42 centimeters, have helped the allies in their gains on both banks of the Somme.

Despatches from the French front to-day revealed for the first time the presence of these new artillery monsters. Capable of throwing every two minutes a shell weighing nearly a ton, these cannon are blowing great holes in the German works and systematically leveling fortified villages.

## GERMANS REPULSE STUPENDOUS ATTACK, IS BERLIN'S CLAIM

BERLIN, Aug. 19 (via London).—The War Office report of to-day says the Germans victoriously resisted the stupendous Anglo-French attack on the Somme front which was made yesterday, but that between Guillemont and Marbais the Germans shortened their line somewhat.

Following is the text of to-day's German War Office report:

"Our brave troops yesterday victoriously resisted with self-sacrificing tenacity a stupendous effort on the part of our combined enemies. At about the same time in the afternoon, after artillery preparations which increased to the utmost violence, the British

## HELD AS SMUGGLER AFTER SEIZURE OF \$25,000 IN JEWELS

**Prisoner Believed a Principal in Plot—Gems in Stocking and Cigar Boxes.**

A man who says his name is Hans Edward Thompson, but refuses to give any other information about himself, was arraigned this afternoon before United States Commissioner Houghton on the charge of being one of the principals in a diamond jewelry smuggling conspiracy. He was held in \$7,500 bail for examination.

According to a complaint made by Customs Inspector Murphy, the conspiracy was formed in this city on June 1, and in furtherance of the objects of it, Thompson soon after went abroad. He returned on July 11 as a stowage passenger on the Scandinavian line Hellig Olav.

As stowage passengers are not required to make out baggage declarations, with the connivance of a member of the ship's crew, Murphy says, Thompson succeeded in the course of a few days in getting ashore his suitcase containing jewelry estimated to be worth about \$25,000. All this had been accomplished before the customs authorities got an inkling of the alleged plot from a jewelry dealer, who it is claimed, had been asked to purchase the contraband.

About the same time, Thompson, according to the complaint, becoming suspicious of an acquaintance to check the suit case at the Bowling Green subway station. There it was finally located and watched by Inspector Murphy. The latter claims that when one of Thompson's acquaintances on Friday night called for the suit case, he was followed by customs men to Second Avenue and Fifth Street. Thompson appeared later and was arrested on the smuggling charge.

After the capture had been made Inspector Murphy went to a lunch room at Cortlandt and West Streets and there, the inspector declares, hidden behind the counter he found a

## SPEAKER CLARK ASSAILS HUGHES IN A BITTER SPEECH

**Says Republican Candidate Has Shot His Bolt and Failed to Hit the Bull's-eye.**

**WILSON'S FINE RECORD.**

**Warns Hearers in View of Fine Conditions to Stick by the Administration.**

BRUNSWICK, Me., Aug. 19.—Champ Clark, Speaker of the House of Representatives, opened the campaign in Maine for the Democrats to-day in a characteristic speech in which he told of the accomplishments of the Administration and Congress under the leadership of President Wilson. He also took note of the campaign tour of Charles E. Hughes.

Mr. Clark said in part: "Judge Hughes has made enough speeches in this campaign to enable intelligent persons to form something approximating a correct judgment as to his opinions on current issues. He has shot his bolt but failed to hit the bull's-eye."

"It was universally conceded by both friend and foe that his speech at Youngstown, O., in 1908 was far and away the greatest Republican speech made that year. Comparing his speeches since he was nominated for President with his strong Youngstown speech, one is forced inevitably to one of two conclusions: First, that his pen and tongue have lost their cunning measurably; or second, that he has nothing worth while to urge against Democratic accomplishments or to propose as Republican policies, should the Republicans by some miracle win the House, the Senate and the Presidency."

**HUGHES SPEECHES MERELY 'QUERULOUS CARPINGS.'**

"His speeches may be not unfairly summed up as 'querulous carpings' at the splendid record of a Democratic Congress and a Democratic Administration. Here and there out of a vast multitude of things he finds a few of minor character which he deems unsatisfactory to him—which even if wrong—have no more to do with the tremendous problems with which a mighty people are wrestling than have the potato vines of Arrostook County, Maine, to do with the majestic flow of the Mississippi River."

"It is not within the power of Judge Hughes or any other complaining orator to make a national issue for instance of the removal of Dana Durant as head of the Census Bureau any more than he can make a national issue of who fired the Ephesian Dome, or who struck Billy Patterson, or who was the man in the Iron Mask."

**"WE ARE ALL GOOD AMERICANS, PRAISE GOD!"**

"He says that he is in favor of 'undiluted Americanism.' So are we all. (Continued on Second Page.)

woman's stocking filled with more smuggled jewelry.

The customs officials say that a waiter, who had formerly been employed in the lunchroom, saw at Thompson's request concealed the stockings containing the jewelry there, which is suspected of being of German manufacture, was packed in seven cigar boxes, and as yet it has not been approved by the Government experts.

Additional developments and arrests are expected next week.

## STRIKE ON CAR LINES SET FOR MONDAY NIGHT UNLESS OUSTED MEN GET OLD JOBS

**Union Leaders Call on Mitchell and Straus to Return and Avert Tieup.**

**NEW HEARING DELAYED**

**Men's Committee Meets Hedley, but Withholds Original Demands Till Tuesday.**

Six o'clock Monday night is the time now set by the leaders of the Street Carriers' Union for calling another strike on the lines of the New York Railways Company—the company which operates the green line cars—in case the fourteen men discharged by the company since the peace agreement was signed last week have not been reinstated by that hour.

This was the ultimatum left at the City Hall this afternoon by the labor leaders, following a futile effort to get in touch with Mayor Mitchell at Plattburg for the purpose of urging him to return and try to straighten out the new differences that have arisen.

"We have flatly explained our position to Secretary Rousseau," who has been trying to reach the mayor," said Louis F. Fridiger, counsel for the union. "We do not consider the question of these discharged men arbitrable. That will be explained to Mayor Mitchell. We believe he will come back immediately."

"There will be no strike to-day or to-morrow, as far as I can see, but I believe the patience of the men is exhausted and unless their discharged fellow workmen are at work by 6 o'clock Monday night there is nothing for them to do but strike, according to their position as they have made it known to us."

The union leaders telegraphed Mayor Mitchell and Chairman Straus last night urging them to return and try to straighten out the new differences that have arisen.

The union leaders said that in case Mayor Mitchell persisted in his attitude that the question of the discharged men should be submitted to arbitration, they would feel that they had done everything possible to avert trouble and would feel free to act as they saw fit.

**"SITUATION SERIOUS," SAYS MESSAGE TO MAYOR.**

Following is a copy of the telegram sent to Mayor Mitchell:

Hon. John Purroy Mitchell, Military Training Camp, Plattburg, N. Y.:

Situation quite serious. Have telephoned details to Mr. Rousseau. Believe your presence here quite necessary. The message sent to Chairman Straus reads:

Hon. Oscar L. Straus, Big Island Pond, Me., via Farmington:

Situation very serious. Believe your presence here quite necessary.

Both telegrams were signed by Louis J. Fridiger, attorney for the union.

"The proposition of the New York Railways directors for us to go to Mayor Mitchell and Chairman Straus and have this matter arbitrated," said Mr. Fridiger, "was evidently made for delay and was not in good

## ITALIAN LINER SUNK, PLIED IN PASSENGER TRADE TO NEW YORK

**When Last Here She Carried Guns for Defense, at Which Germany Entered Protest.**

A despatch from London announces that the Italian steamship Stampalia, which until recently was engaged in the passenger service between Genoa and New York, has been sunk, presumably by a submarine.

La Veloce Navigation Company, the owner of the vessel, cabled Hartford, Solari & Co., the local agents, at No. 1 State Street, to cancel all reservations for the voyage from here scheduled to start on Aug. 26.

Frank Fizzarotti, manager of the Hartford, Solari & Co. office, said today when told of the sinking of the Stampalia:

"The Stampalia was probably being used by the Italian Government for transport purposes in the Adriatic Sea in connection with the war with Austria. We have received no news of her since. She was armed for defense on her recent trips between Italy and New York, which called a protest from Germany."

"Her captain, Eugene Lavarello, was spoken of at the State Street offices as one of the youngest skippers in the service of La Veloce Company. His crew comprised about 150 men, all of whom hailed from Genoa, or other ports in northern Italy."

The Duc d'Aosta, sister ship of the Stampalia, scheduled to leave Pier 74, North River, at noon to-day, carries a number of bookings set over by the local agents when the cancellation of the Stampalia's sailing on Aug. 26 was received.

The Stampalia's home port was Genoa. She measured 476 feet over all, with 55 feet beam and 29 feet of draught. She was built in 1909.

In December of 1915 the Stampalia went to the rescue of the Greek steamer Thessaloniki when she was in trouble in a storm northeast of Bermuda.

## BELLEVUE PATIENT LEAPS SIX FLOORS TO DEATH

**Convalescent Calls "Goodbye" to Nurse Who Traces Him to Balcony and Takes Plunge.**

An empty bed in ward No. 6 at Bellevue Hospital, known to have been occupied a few minutes before, attracted the attention of a nurse early to-day and she rushed to a balcony overlooking a court just in time to see Joseph Moran, aged fifty-nine, perched on the railing. "Goodbye," he called, and with a wave of the hand jumped six floors to the pavement. He was instantly killed.

Moran, who formerly lived at No. 31 North Williams Street, Brooklyn, was admitted to the hospital July 31

(Continued on Second Page.)

## FIRST WOMAN AVIATOR READY TO QUALIFY FOR SERVICE IN U. S. ARMY



## MRS. WALDO PIERCE PREPARED TO QUALIFY AS U. S. ARMY AVIATOR

**Passes Flying Tests at Mineola and Will Be First Woman in Service.**

Already qualified as an air pilot, Mrs. Waldo Pierce of No. 23 East Ninth Street, a daughter of Mrs. Isaac L. Rice, head of anti-noise organizations, soon expects to be the only woman aviator qualified to fly for the United States Army. Her husband is with the American Ambulance Corps in France.

Mrs. Pierce yesterday, at the Mineola field, passed all the flying tests, both alone and with passenger, necessary to qualify her as an air pilot. When she receives her license from the Aero Club she will be the only licensed amateur woman pilot in America. She will take the tests for the military aviator's license at once, and will then be ready to fly for the army.

As Dorothy Rice, Mrs. Pierce is best known to New Yorkers. She met Pierce, Harvard graduate and football star, in Madrid, where both were studying art, and where later both were married. She is about twenty-five years old, of the highest type of American girl, and is active and fearless. She is one of the four famous Rice sisters.

Many New York motorcycle policemen knew her in the days when she was called the Blue Streak because of the speed with which, clad in bloomers, she piloted her motorcycle along Riverside Drive. A few times they accused her of going sixty miles an hour. She has climbed the Alps, traveled extensively, and is a painter, sculptor and musician. More than one motorcycle policeman is willing to wager a month's salary that some aviation records are in for a good smashing after Mrs. Pierce gets through collecting her flying licenses.

**German Crown Prince Not Wounded**

PARIS, Aug. 19.—The report that the German Crown Prince, Frederick William, is wounded and is in a hospital at Verdun is authoritatively denied.

**Niagara's New International Bridge**

WASHINGTON, Aug. 19.—Construction of a new international bridge or tunnel for Niagara River at Buffalo, by local capitalists is authorized in a bill by Representative Smith of New York, ordered favorably reported to-day by the House Commerce Committee.

## PRESIDENT CALLS 14 MORE EXECUTIVES TO THE CAPITAL; INSISTS ON A SETTLEMENT

**Ready to Go to Congress for Appointment of an Investigating Commission, He Declares—Suggests Rate Raise if Plan Proves Hardship.**

## EMPHASIZES POINTS WITH CLENCHED FIST

(Special from a Staff Correspondent of The Evening World.)

WASHINGTON, Aug. 19.—President Wilson put the responsibility for averting a nation-wide railroad strike up to the presidents of the great railway systems of the country this afternoon. He told them that the eight-hour day as a basis for wages, even when the work cannot be completed in eight hours, has the sanction of the judgment of society, and he believes in the eight-hour day standard.

The President showed he was determined. Several times he emphasized points with clenched fist as he walked up and down before the railroad executives in the Blue Room.

In a statement to the public, issued immediately after his conference with the railroad executives, President Wilson said:

"I have recommended the concession of the eight-hour day—that is, the substitution of an eight-hour day for the present ten-hour day in all the existing practices and agreements. I made this recommendation because I believed the concession right."

"The eight-hour day now undoubtedly has the sanction of the judgment of society in its favor and should be adopted as a basis for wages even where the actual work to be done cannot be completed within eight hours."

"Concerning the adjustment which should be made in justice to the railroads and their stockholders in the payment and privileges to which their men are now entitled (if such adjustments are necessary) there is a wide divergence of opinion. The railroads which have already adopted the eight-hour day do not seem to be at any serious disadvantage in respect to their cost of operation, as compared with the railroads that have retained a ten-hour day, and calculations as to the cost of the change must, if made now, be made without regard to any possible administrative economies or readjustments."

"Only experience can make it certain rearrangements would be fair and equitable either on behalf of the men or on behalf of the railroads. That experience would be a definite guide to the Interstate Commerce Commission, for example, in determining whether as a consequence of the change it would be necessary and right to authorize an increase of rates for the handling and carriage of freight (for passenger service is not affected.)"

"I, therefore, proposed that the demand for extra pay for overtime made by the men and the contingent proposal of the railroad authorities be postponed until facts shall have taken the place of calculations and forecasts with regard to the effect of a change to the eight-hour day; that, in the mean time, while experience was developing the facts, I should seek and, if need be, obtain, authority from the Congress to appoint a small body of impartial men to observe and thoroughly acquaint themselves with the results, with a view to reporting to Congress at the earliest possible time the facts disclosed by their inquiries, but without recommendation of any kind, and that it should then be entirely open to either or both parties to the present controversy to give notice of a termination of the present agreements with a view to instituting inquiries into suggested readjustment of pay or practice."

"This seems to me a thoroughly practical and entirely fair programme and I think that the public has the right to expect its acceptance."

Soon after his conference with the railroad executives, President Wilson sent a telegram to fourteen presidents of Western railroads. The President's telegram follows:

"Discussion of the matters involved in the threatened railway strike is still continuing. It is highly important that I should personally confer with you or some one authorized to represent you at the earliest possible moment. Hope you can arrange matters so as to be able to come to Washington at once."

The additional railroad men called to Washington are:

Louis W. Hill, Great Northern; A. J. Earling, St. Paul; J. N. Hannaford, Northern Pacific; E. P. Ripley, Santa Fe; J. N. Dickinson, Rock Island; E. F. Kearney, Wabash; W. C. Nixon, St. Louis and San Francisco;